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CATCH '77 review

A final look at the Humberside show Block

THE TRADITIONAL Beccles rope collar is not a thing of the past.

A.G. Block (Coilers) Ltd. of Bungay, Suffolk, reported plenty of interest in the unit which has more than stood the test of time.

Back on to the exhibition circuit after quite a gap — "They sold themselves really before bins and drums came along. They were as much a part of many vessels as the engine" — the enterprising engineering company is still kept busy with a steady flow of orders.

Priced at £819 for the Standard No. 2 collar with 4ft 4in. wheel centres, this well engineered piece of deck machinery is making quite a comeback on new tonnage. Many skippers, it seems, like the insurance of a collar in case of a dreaded hydraulic breakdown.

Beccles coilers were patented by Elliott and Garrod in 1926, the first coilers having arrived via Denmark in 1922. Now, after over 60 years of use, they are still selling well abroad, especially outside Europe.

Each collar is hand-assembled in about 12 hours and this is one of the secrets of their success.

Brown

NAVIGATION equipment suppliers S.G. Brown Ltd. had a very big draw with the latest Magnavox satellite navigator from California.

The Watford firm is UK agent for the massive American electronics company and displayed the MX 1102-NV Satellite Navigator for the first time at any UK fisheries exhibition.

The US Navy satellite navigation system 'Transit' has been operational for well over ten years and, since 1967, satellite systems have been freely available.

In the fishing industry the first big breakthrough came with installations on American tuna seiners and, now, this auto-navigation system is finding increasing acceptance.

Magnavox navigators, already well-established on naval and commercial shipping, are beginning to infiltrate the European fishing industry, although in the UK installations are confined to research and protection vessels.

They have a big advantage over conventional systems as they operate in regions without Decca or Loran coverage with incredible accuracy.

The MX 1102-NV provides navigational information 24 hours a day, and even during temporary power breakdowns it will function automatically and con-

tinuously computes and displays a vessel's exact position by signals from six Transit satellites orbiting the earth.

S.G. Brown also displayed its renowned Mk 10 Arma-Brown Gyro-compass, which is largely for use in conjunction with the Ocean series 080 autopilot. Among its compass auxiliaries was the steering repeater to display data from the gyro-compass for rapid response.

Redifon

VHF RADIOS, fishfinding equipment and radar — including the new Redifon Sealand 30 and 68-channel low-cost, integrated circuit, vhf radio telephone — were demonstrated by Redifon Telecommunications.

Brand-new was Furuno's FR-160 solid state marine radar and the Furuno FE-502 echo sounder.

The radar incorporates 'big-ship' features including vertical and horizontal off-centring of the display, dual transmitter pulse lengths for sharp target definition on all ranges, and solid state circular T/R front end for longer crystal life and ultra-high sensitivity.

The set operates on five ranges from 1 to 16 miles, has sea and rain water anti-clutter controls and comes in a metal casing with a choice of bulkhead or table/overhead mounting.

The unit includes a 3ft. scanner and precision gearbox giving 24 rpm to renew the display every 2.5 seconds. Power supply is DC 12/24/32V, 80 watt approx, AC 100/110/220/240 (with extra rectifier unit).

Redifon reported considerable interest from pair trawler skippers presently working one radar between two vessels.

Already sold to the fishing vessel *Border O' Troon* was the FE-502 echo sounder, on show through Redifon for the first time. It has been specially developed for coastal and offshore fishing along with the FE-501, another new model.

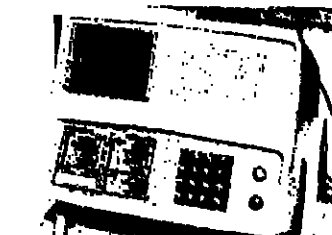
The latter uses a single-speed motor to provide four-range selections whilst the FE-502 has a dual motor giving eight ranges.

Both units are otherwise identical and incorporate many features previously only found in high-priced sounders, like a crystal-controlled oscillator, low noise ceramic filter, wide dynamic range for easy ground location and TVG.

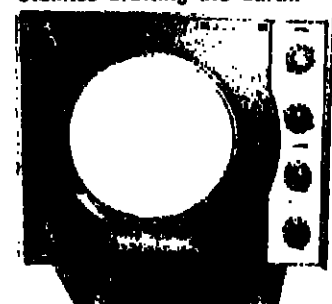
Another bonus is the zero line shift control which moves the zero reference by a maximum of 35m, enabling re-use of the dry recording paper.

Recordings can be made in either fathoms or metres and the units have a maximum seabed sounding of 600m at 50KHz.

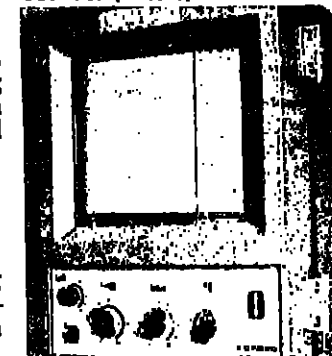
Power supply is DC



Above: The Magnavox navigator from California fixes a ship's position from six satellites orbiting the earth.



Two new pieces of Furuno electronics on the Redifon stand. The FR-160 radar (above) and the FE-502 echo sounder (below).

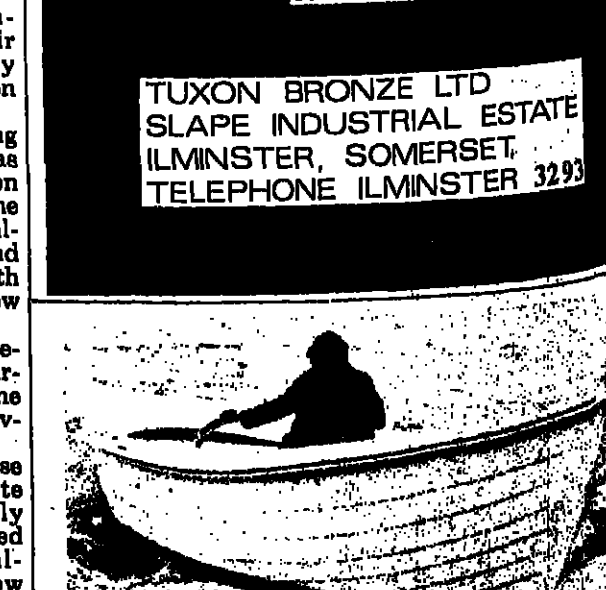


12/24/32V, or AC 110/220V, 50-60 Hz (with rectifier). Combined with the Furuno AD-Scope these sounders detect any depth segment up to 415 fathoms with picture ranges of five, 10 and 20 fathoms.

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Lobster tank tragedy: two die

AN IRISH fish buyer and father of two was asphyxiated by fumes in a lobster storage tank at Kilshannig, Co Kerry, last week. He was Brendan Dowd (32).

The tank's caretaker, John Finn (58), a father of five from Kilshannig, died with him as they apparently tried to free a water pipe blocked by seaweed.

Two other men were taken to hospital where their condition was "comfortable".

It is believed that the three men went down the 24ft shaft — four feet in diameter — to free the pipe. The tank had gone into operation two months ago. Mr. Dowd was also a well-known fish porter.

Gardai (police) have been investigating the accident. Early indications were that the fumes may have come from rotten seaweed.

OIL FUND

THE GOVERNMENT has spent £45,000 helping to administer the Fisheries Offshore Consultative Fund and not the Fisheries Compensation Fund as reported last week. The government does not administer the fund. This committee meets again on August 15 to consider claims.

Breasclete: Go-ahead for £1.7m

A NEW company is being set up to run the £700,000 Breasclete factory in Lewis, the second stage of the Highlands and Islands Development Board's strategy for fishery development west of the Hebrides.

This move has been authorised by Bruce Millan, Secretary of State for Scotland.

The company, Lewis Stokfisk, will be jointly owned by the board (75 per cent) and a new Scottish company (25 per cent) to be formed as a subsidiary of the Norwegian interests. Authorised share capital will be £500,000, of which there will be 400,000 ordinary shares of £1 each and 100,000 15 per cent cumulative preference shares.

Per Stoknes of A/S Knut Stoknes, Alesund, a holding company, will be full-time managing director while the board will nominate the part-time chairman and a financial director. The board is investing £500,000 in the new company.

Lewis Stokfisk will process saithe, turbot, blue ling, white ling, blue whiting and mackerel. None of these species is on quota at present.

Announcing the venture last week, Rear Admiral David Dunbar-Nasmith, deputy chairman of the board, said that in the past few weeks the government has authorised investments totalling £1.7m. for the Breasclete development.

"The site works will begin soon and we hope to have the plant in production by the

end of next May." The new factory will cover 2,000 sq. m. and dry fish by a patented mechanical process developed by Mr. Stoknes, who now lives in Inverness. He has used the process successfully in two factories which he operates in the Alesund area. It produces a dried fish product which is in high demand in Scandinavia, Italy and East Africa.

Speaking in Inverness Mr. Stoknes said the market was growing each year and he expected the Breasclete factory to export almost its entire output.

"Our factory will require about 5,000 tonnes of fish a year from the grounds to the west of the Hebrides. We have no worries about securing these supplies, provided prices are fair."

The board estimates that, once in full production, the factory will employ 34 people full-time and 15 part-time. Rear Admiral Dunbar-Nasmith said: "One of the attractions of this development is that, apart from the new pier, factory and associated road works, no additional infrastructure will be required."

The Rear Admiral emphasised the board's determination to ensure that the principal benefits from the new fishery would accrue to the Western Isles.

"We estimate that this project alone, over a 15-year period, can contribute an additional £7m. to the Lewis economy. In terms of Britain as a whole, the benefit will be in the order of £12m. over the same period. In addition, we would expect the benefit to our balance of payments to be around £30m."



Per Stoknes (centre), the managing director of Lewis Stokfisk, with high HIDS deputy chairman, Rear Admiral David Dunbar-Nasmith and (left) HIDS secretary, Iain MacAskill.

'Forester' is way ahead

NEWINGTON'S two top-earning wet fish stern trawlers C.S. Forester and Hammond Innes are still well out in the lead in the Rull Distant Water Challenge Shield contest.

The Forester had a lead of 4,283 kts and 10,840 points over Hammond Innes in the July results list. The latter

	Kts	Points
1. C.S. Forester (Newington)	17,343	38,049
2. Hammond Innes (Newington)	13,090	27,408
3. St. Geranus (Hamming)	13,249	24,872
4. Ross Sirius (BUT)	11,248	23,940
5. St. Giles (Hamming)	10,199	22,198
6. Somerset Maugham (Newington)	11,440	20,882
7. Ross Orion (BUT)	10,080	20,761
8. Arctic Corsair (Boyd)	10,891	20,801
9. St. Dominic (Hamming)	10,455	19,859
10. Loch St. Vincent (BUT)	9,905	19,851
11. Lord St. Vincent (BUT)	9,489	18,576
12. Arctic Cavalier (Boyd)	10,489	18,526
13. Palatuff (BUT)	10,387	18,445
14. Arctic Rebel (Boyd)	7,806	16,509
15. Kingston Amber (BUT)	5,588	15,404
16. Kite Trawler (BUT)	5,910	15,355
17. Parla (BUT)	5,588	15,355
18. Benalla (Hamming)	5,588	15,355
19. Arctic Vanguard (Boyd)	5,588	15,355
20. Ross Leone (BUT)	4,775	12,775



Mandarin — experimental boat for sea and land.

AN EXPERIMENTAL amphibious boat which will be used for salmon fishing and ferrying crews is undergoing trials in Scotland.

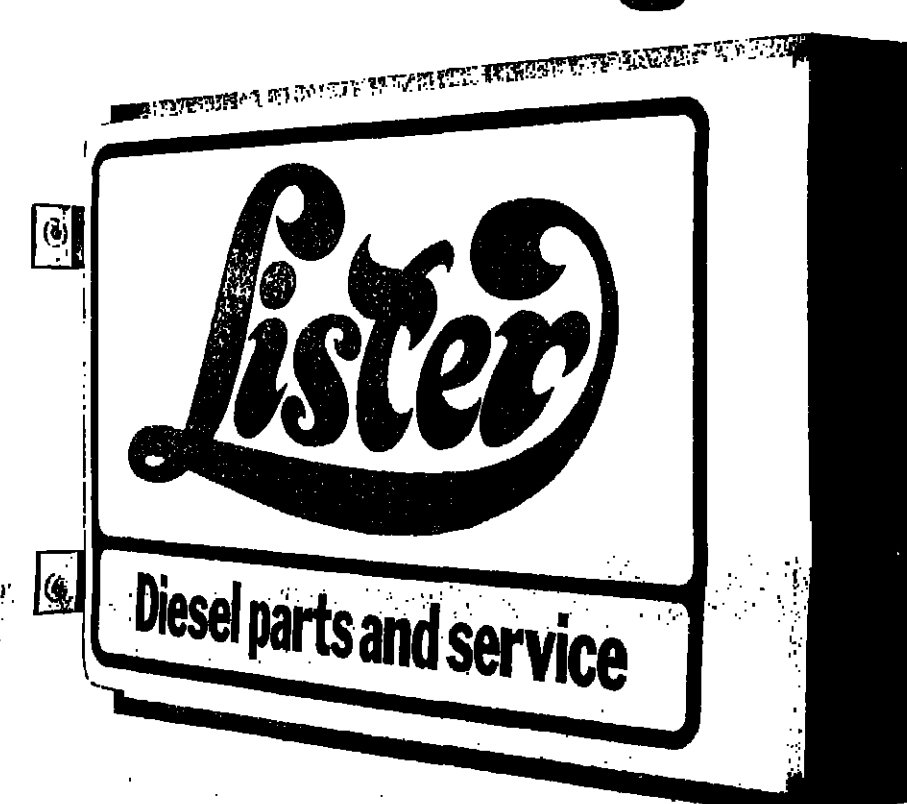
The 24 ft. Mandarin, designed by James Miller and Sons of St Monans, was commissioned by Tay Salmon Fisheries from its headquarters in Perth.

The boat, with a beam of 10 ft., runs on four wheels allowing it to operate on shore to replace tractors or land-bound winches for hauling in salmon nets.

A spokesman for the company said: "We are hoping for great things from this new craft. If it is as successful as we hope it will go into service, after its trials, repairing the banks of the River Tay around Newburgh during the off season."

Mr. Miller said: "There were many design headaches, but I think we have got the answer the fisheries people wanted."

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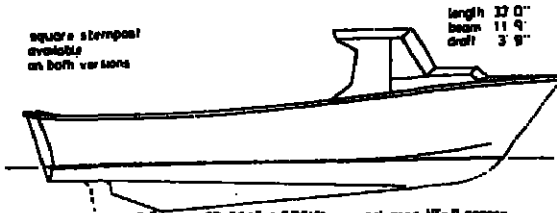
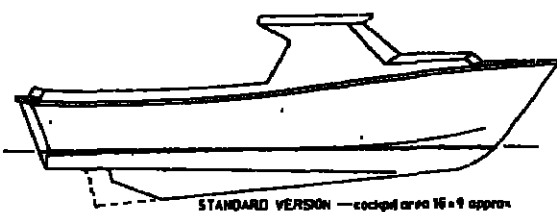
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TURNING TO MACKEREL

NORWAY'S shore industry, which is now hard pressed by the North Sea herring ban, may turn to mackerel to keep factories working.

The Norwegian government is reported to be considering alternative means of support to ensure that ancillary industries do not disappear as the result of temporary conservation measures.

One suggestion made is that herring firms should consider mackerel processing for the consumer market.



TRIDENT Marine, the Donagh-based marine equipment supplier, has appointed Matthew Collins (above) as general manager. The company's marine equipment agencies include Grena, Buhk, Eise, Scania, Jensen, Norwiche and Loeale Hydraulics.

'Enforced without warning' Limits bye-law traps a family

SEVEN members of one of Northumberland's best known fishing families were each fined £40 on Wednesday last week at Alnwick Magistrates Court.

It was said in court that these were the last of 100 charges recently brought by the Northumberland Sea Fisheries Committee for alleged illegal fishing.

The family is the Dawsons of Seabouses, south of Berwick. George, Stephen, Charles and John all work the fishing boat *Faithful*, Charles and John operate the boat *Providence IV*.

All pleaded guilty to trawling within the three-mile fishing limit near the Long-

stone lighthouse last year.

William Dodds, solicitor for the Dawsons, said the bye-law had been in force since 1891 and, he understood, the background to the decision to enforce it followed complaints by lobster fishermen about damage to their fixed gear by trawls.

More complaints had been made to the Sea Fisheries Committee when Scots fishermen came into the area for sprats. He said none of the respected Dawson family had any convictions and that they had fished without harassment in the area for over 40 years. The bye-law was enforced without warning, he said.

Mr. R. B. Bradbeer, prosecuting for the Fisheries Committee, told the court that they were the last of 100 summonses, adding that appeals against convictions had previously been rejected by two courts.

Mr. Dodds also pleaded guilty to similar charges on behalf of Richard Lewis, Sons, of the Fish Quay, East Shields; Hugh Armstrong, Ardroy, Rhu, Dumfries; and John Jarrold, Fishrow, Port Seton. He was also each fined £40.

SIX members of the Agricultural and Fisheries Committee, headed by Mr. J. Roache, last week began to work out well for the Peterhead boats.

It is proving to be a sensible alternative for vessels previously spending much of their time pair trawling for herring — and is also much less expensive than gearing up for seine net fishing.

It also gives the boats a wider choice of fishing areas, as they can work rougher ground than that fished by seiners.

Last year four Peterhead partnerships — *Sparkling Star* and *Fairweather V*, *Serena* and *Sundari*, *Morning Dawn* and *Unity* and *Faithful II* and *Ugievale II* — made some really good catches.

However, as one skipper pointed out at the time, the Peterhead men were new to the grounds and the gear. They were still finding their way.

The same partnerships are pair fishing again this summer and have been joined by a fifth pair, the 86ft. steel vessel *Antares* and the 78ft. wooden boat *Starcrest*.

Most of the skippers say that, compared with last year, there is less fish on the popular grounds of Muckle Flugga, north of the Shetlands. Skipper Walter Milne of *Faithful II* said that there does not seem to be so much cod there this year.

He said: "We've been there for a few trips and been disappointed each time. We've had to make longer trips to make it worthwhile." Early in July *Faithful II* and *Ugievale II* switched operations to the Bergen Bank and have had a much better time.

On July 9 they landed 723 boxes between them and, on July 14, brought in 680 boxes caught inside 24 hours in only

PETERHEAD a monthly report

SEINE NET catches account for about 80 per cent of the white fish landed at Peterhead, but this year a useful contribution is being made by pair trawlers.

Ten Peterhead boats are working pair trawls and one or two "stranger" pairs are also landing regularly.

In June pair trawlers caught 6,536 cwt. valued at £169,285 out of a total white fish landing from British boats of 109,042 cwt. worth £2,423,567.

One or two partnerships had tried pair trawling five or six years ago, but it was only last year that the fishing really began to work out well for the Peterhead boats.

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On July 9 they landed 723 boxes between them and, on July 14, brought in 680 boxes caught inside 24 hours in only

four hauls. The catches consisted largely of coley. Skipper Milne said: "Coley is worth fishing for as there is a better market for it now".

Coley is earning twice what it was a year ago and, in the middle of July, was bringing in the region of £2 a stone at Peterhead.

Sparkling Star and *Fairweather V*, also *Unity* and *Morning Dawn*, had also been fishing well on the Bergen Bank and have landed big catches of coley.

All six vessels have been using Apeldoorn nylon four-panel trawls for fishing over the light ground on the Bergen Bank. Previously they had fished these nets using two warps per boat, but they are now finding that only a single warp per side is giving better results.

A bridle pole prevents the two spreaders from twisting and helps the net to quickly stream out properly in the water.

Use of the single warp makes it easier to handle the gear. Also, it allows the boats to use the same sweeps as for working bobbin trawls on rough ground, so they can now switch nets more easily.

These enable them to match their speeds when towing and also give quick indication of fasteners.

Gloria Wilson

skippers John and William Morgan, have spent much of the time at Flugga. Skipper William Morgan said that fish is scarcer, but the big prices are compensating for this.

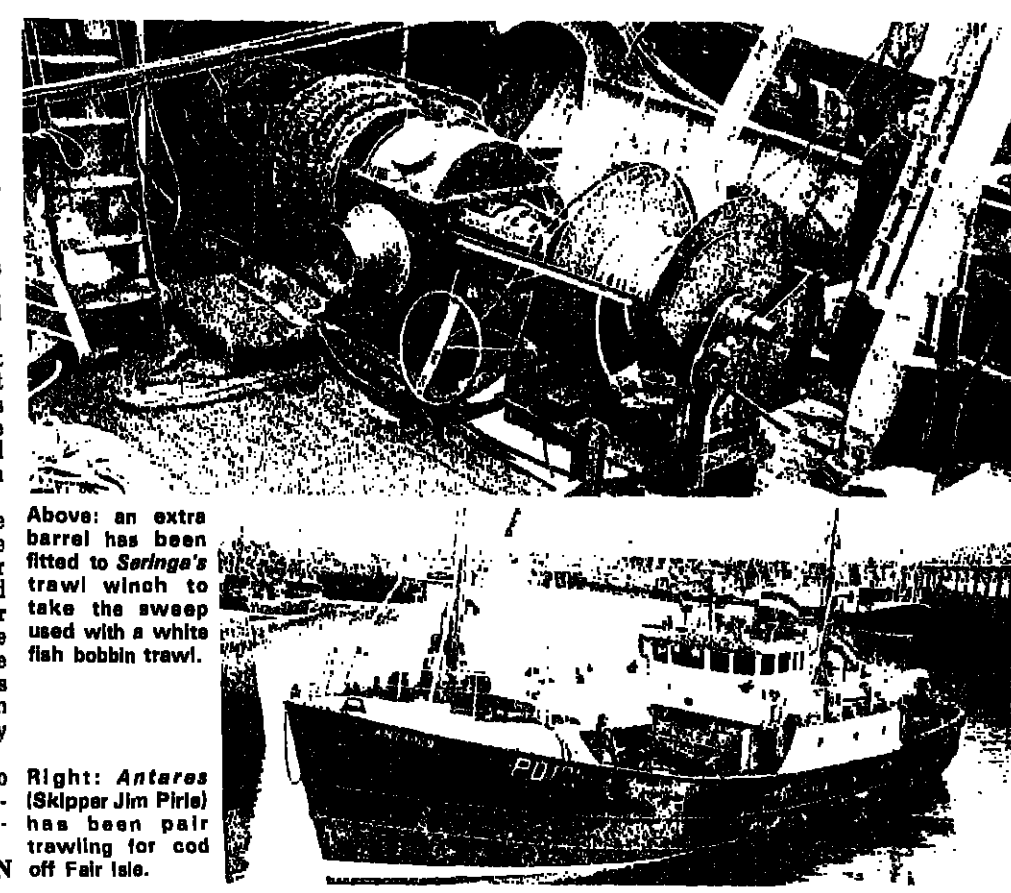
For the rough ground off Shetland, *Serena* and *Sundari* are using Boris bobbin trawls of the same design as those used by the Fleetwood pair trawlers *Armana* and *Navena*.

Skipper Morgan said that they had ordered the net because the Fleetwood boats were doing so well with it. He said that *Sparkling Star* had also taken delivery of a similar net recently.

Serena and *Sundari* have had some modifications made to help increase their pair trawling efficiency. Each had an extra barrel fitted to their Jensen winches to take the heavy sweep used with the bobbin net, also each boat has been supplied with a Ben Amphitrite speed log by Brown and Perring.

These enable them to match their speeds when towing and also give quick indication of fasteners.

Gloria Wilson



Above: an extra barrel has been fitted to *Serena's* trawl winch to take the sweep used with a white fish bobbin trawl.

Right: *Antares* (Skipper Jim Pirie) has been pair trawling for cod off Fair Isle.

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Ways to dredge queens

"WE HAVE A 40ft. boat, fitted with a 150hp engine and 1 1/2 ton winch which we use mostly for trawling.

"We are now thinking of using it for dredging queen scallops and for this reason would be obliged for any information about queens and how to dredge them."

Queen scallops can be taken with traditional type, Baird and beam trawl dredges.

Beam trawl dredges are the most effective because queens behave in a different way to scallops on the approach of the gear.

Scallops recess themselves in the seabed at all times and possibly more deeply on the approach of dredges, whereas queens tend to leave the bottom like shrimps on their approach.

The traditional type of dredge consists of a triangular iron frame carrying a toothed blade at an acute angle to

John Burgess' Log



scrape scallops from the seabed into a bag attached to the frame.

The belly of the bag is usually made of stool rings, which withstand chafing on the bottom, and the rest is made of fibre netting with a mesh size sufficiently large to allow stones to pass through.

The Baird dredge consists of a toothed bar, supported on runners and set to maintain an angle of 45 degrees to the bottom. The bar can be raised or lowered to allow lesser or greater penetration of the seabed.

A diving plate is fitted to the Baird dredge so that the dredge will remain on the bottom when towed at high speed and this plate gives the dredge stability when it is in midwater during the process of shooting.

Comparative trials on a clean, sandy bottom have shown the Baird dredge to be two or three times as efficient a catcher as the traditional type of dredge. It is reported, however, to fill the bag with stones very quickly when towed over rough ground.

A typical beam trawl dredge consists of a rectangular bag of netting made of steel mesh on the under side and stout fibre mesh on the upper side. Its mouth is kept open by two or three 6-8ft. steel beams attached at either end to iron heads or shoes, between which a chain groundrope is stretched tight.

Upper and lower sections of the net are attached at the after end to an iron bar and there is no cod-end for release.

'Black rock' lobsters

"A LADY who recently bought some of our lobsters later complained that the heads of some of them contained a black substance with a smelt-like oil.

"We examined them after they had been boiled — and found that they were all hen lobsters."

"What could the substance have been and why was it found only in the lobsters?"

"The substance probably consisted of black ovaries. When large female lobsters are cooked, it takes considerable time for heat to penetrate the thicker parts of the body sufficiently to change the black ovaries to normal red colour."

Until complete cooking is achieved, ovaries may be soft and black.

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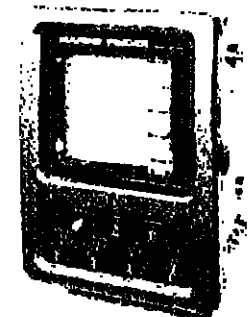
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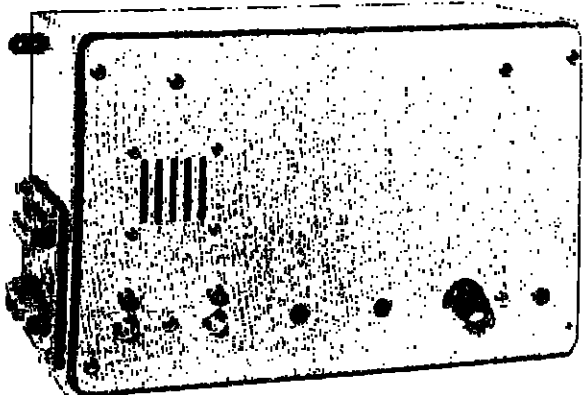
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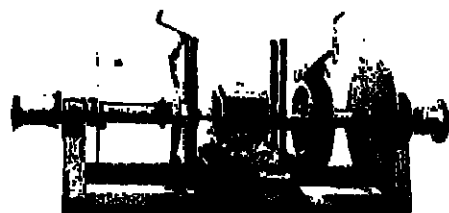
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UNDER COVER GUTTING 'Big boat' shelter on Orion

THE 54FT. ORION has taken on the look of an 86-footer by fitting a full length aluminium deck shelter.

During the past few years deck shelters have become almost standard on larger Scottish seine net vessels.

Normally, these structures are built alongside and forward of the deckhouse, with an area of open deck between the shelter and the whaleback.

The transom sterned and wooden-hulled seiner-trawler Orion, which has been built by Gerrard Brothers of Arbroath for Skipper William Scott of St Monans, has her shelter extending forward along the port side right to the whaleback.

Along the starboard side the shelter is of more conventional design, with a bulkhead at its forward end and a clear area of deck between it and the whaleback.

The structure not only provides protection for the crew when gutting fish, but also forms a cover over the Ramme seine reel unit located on deck at the port side.

This rope reel unit, known as the Skovgaard Speedwinch, was invented in Denmark by light engineer, Erling Skovgaard. By 1976 some 200 sets were in use with the Danish fleet.

British agent for the Skovgaard Speedwinch is Marine Diesel Service of Grimsby.

Turning

Skipper Scott told Fishing News that he hopes to work out of North Shields for much of the time and he chose the Speedwinch for Orion as he had heard they are working well on other vessels. The unit also enables the ropes to be turned between hauls.

This is done by winding the ropes on the smaller of the two reels on to the larger one,

and then both sets of rope can be fed off the larger reel when the gear is being set.

It only takes about six or seven minutes to feed the rope off the smaller reel on to the larger, and the machine can be left unattended while this is being done. It automatically slows down and the time of the motor changes to give warning that the rope is almost all re-wound.

Damaged rope can be pulled out through the spokes of the flanges for repair.

The hydraulically-driven spooling gear is fitted above the reels and is of a watertight design, with an open screw threads to pick up sand and dirt.

Push button controls for the unit are fitted both on the machine and in the wheelhouse.

The reels aboard Orion each have capacity for ten coils of 3 in. rope and there is a Danfoss hydraulic motor in each of the two reels.

When Orion is hauling her seine gear, the ropes will come in over the aft rail through a roller from the new Peterhead firm of Shortway Rope Guides Ltd.

Both ropes will run forward, under the deck shelter, to the seine winch. From there they will pass up to sheaves located under the whaleback and, then, aft to the Speedwinch.

When the gear is being set the ropes will run off the Speedwinch aft, through the shelter, to a shooting roller at the stern.

Naval architects G. L. Watson and Co. designed Orion which has a beam of 18 ft. and is built to the DoT Fishing Vessel (Safety Provisions) Rules 1975.

She is powered by a Gardner 813B diesel engine which gives 230 hp at 1,150 rpm to drive the fixed-pitch propeller through a 4.13:1 Twin Disc reduction and reverse gearbox.

A Gilbert Gilkes and Gordon Gilmea 200/700 bilge, and general service pump, plus two AC7 24V alternators, are belt-driven off the forward end of the engine. A Transmotor 110V generator is belt-driven off the after end.



Skipper William Scott will operate Orion with a crewmen.

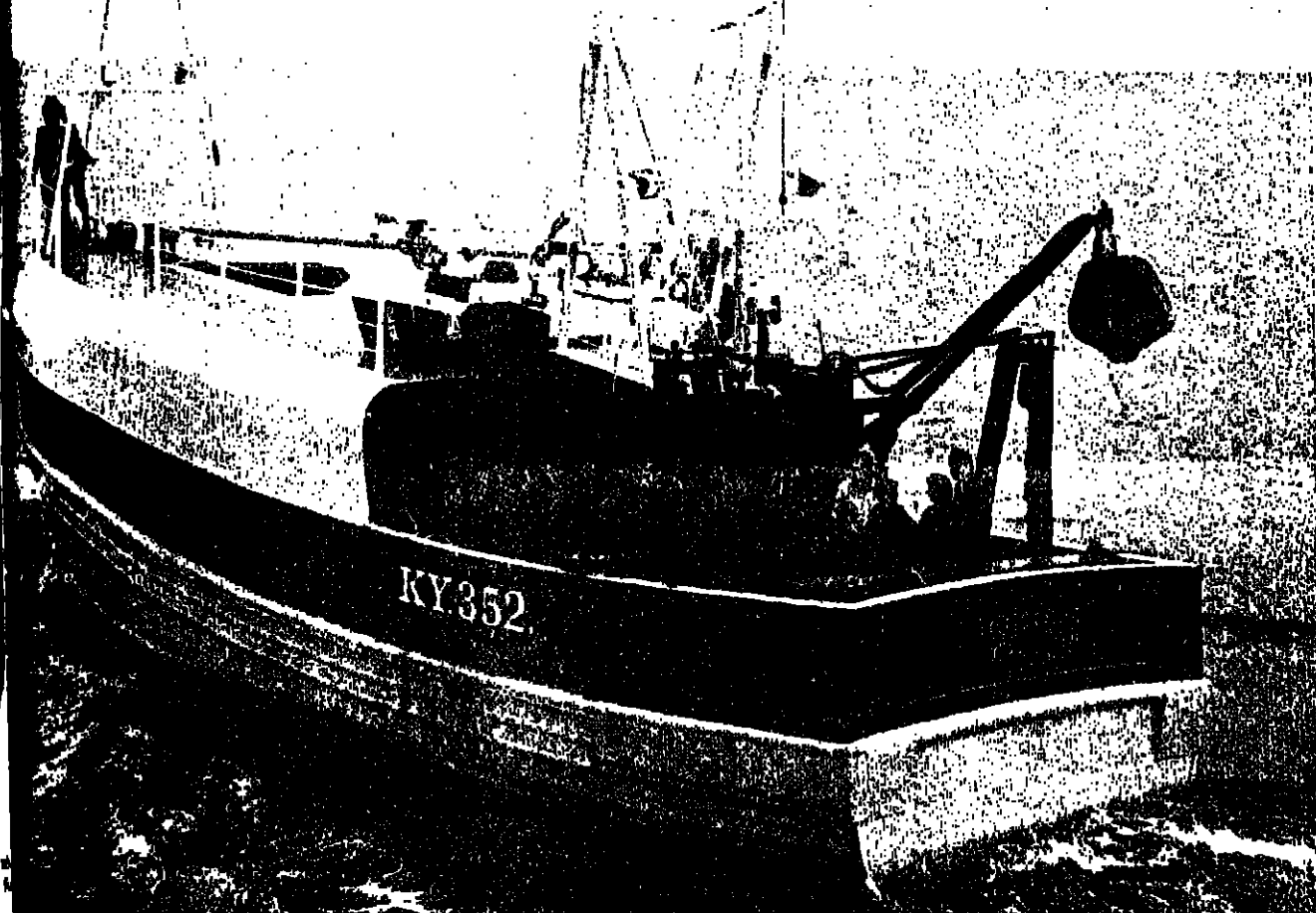
The Dowty variable pitch propeller and gear placement hydraulic pump for the seine and trawl winch is driven off an extension of the shaft at the forward end of the shelter. The engine, through the hydraulic motor, is driven by a Northern Tool and Gear hydraulic pump.

Also driven through the gear pump is a V2020 double hydraulic pump unit for the block and the Speedwinch.

Auxiliaries

Wilmar Engineering Aberdeen supplied the SR3MA auxiliary engine which provides 18 hp at 1,800 rpm and drives a 199A power block on a single-reach shaft of the deckhouse, which is fitted on the whaleback.

A Curtis triplex pump can be fed from either the Lucas batteries or the 110V generators. Tanks have a capacity of 1,200 gallons of fuel and 150 of fresh water.



Orion leaves Arbroath on sea trials. The starboard side of her shelter is of more conventional design. She is powered by a 230hp Gardner diesel.

RYE BOAT'S RULES REFIT

THE FORMER Scottish boat Royola has completed a three-months refit at the Medway Yacht Co., Collingham, to bring her up to the new DoT safety requirements.

Royola (BF 162), owned and operated by Stan Pepper of Rye, was a conventional-looking Scottish wooden boat.

She is of 42ft. registered length, 16 1/2 ft. beam and draws 7ft. aft and 5ft. forward. Her narrow, Scottish-type wheelhouse has been replaced by a modern unit incorporating a separate galley aft with Calor gas stove, table and sink.

The new wheelhouse has two flush trap-doors giving access to engine room and accommodation. There is an entrance aft on the port side and windows are supplied by Essex Aluminium. These are slightly tinted to reduce glare from the water.

New fittings include a Decca Navigator MK. 21 and Decca Track Plotter 350T supplied and fitted by Smye Rumsby of Dover. In addition, there is a 60-channel 'Sailor' VHF radio telephone and Decca radar supplied by Kean Marionics of Worthing and fitted by the Medway Yacht Co.

There is also a Marconi recording echometer and a Seascribe recording echo sounder, with room for other equipment if necessary.

The gunwales have been fitted with steel capping, all steelwork has been shot-blasted and epoxy coated, and the original wooden mast has been stripped down and given a coat of glass fibre.

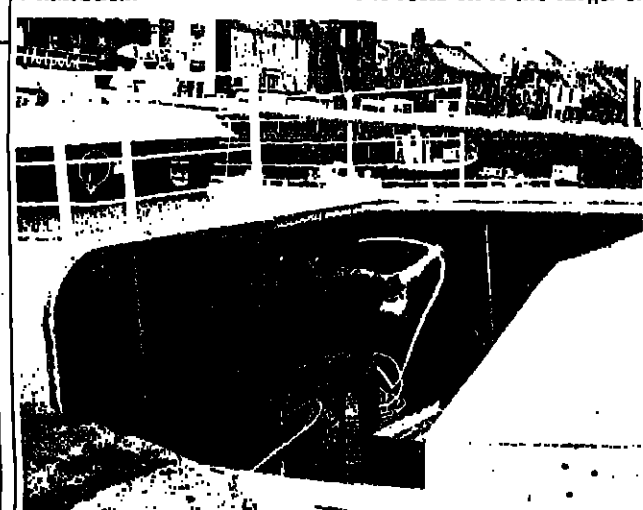
Down below, the fishroom has been converted to a net store, for the fish will be kept on deck in boxes. The boat has galleys both port and starboard, and a net rigged on either side, fitted with small bobbins on the ground-rope and V-form doors. There is a two-ton Brisham winch ahead of the wheelhouse.

The boat will be working 24-hour trips trawling and scalloping from Rye with a crew of two.

Bill Williams, one of the two partners in the Medway Yacht Co., says that one result of the new DoT safety requirements is that fishermen with bigger boats either sell them and move into a boat under 12m. in length, or have their existing boat made to conform with the new rules.

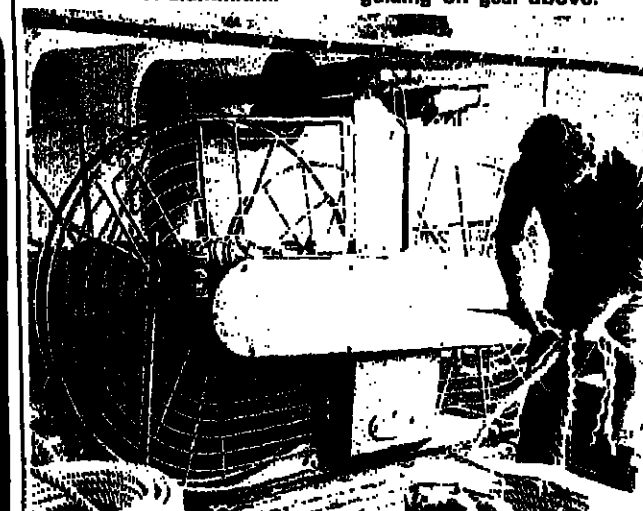
A boat from Folkestone is shortly coming to his yard for this treatment, and other contracts are in the pipeline.

The Medway Yacht Co. can dry-dock boats up to 80ft. length and 17ft. beam.



Above: Orion's deck shelter seen from the starboard side. It is made of aluminium.

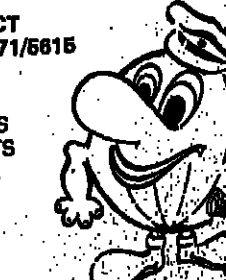
Below: her Skovgaard Speedwinch rope reel unit with guiding on gear above.



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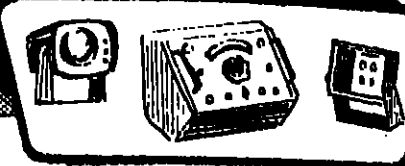
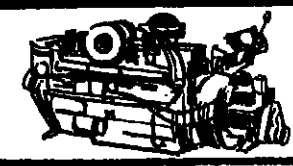
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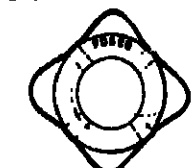
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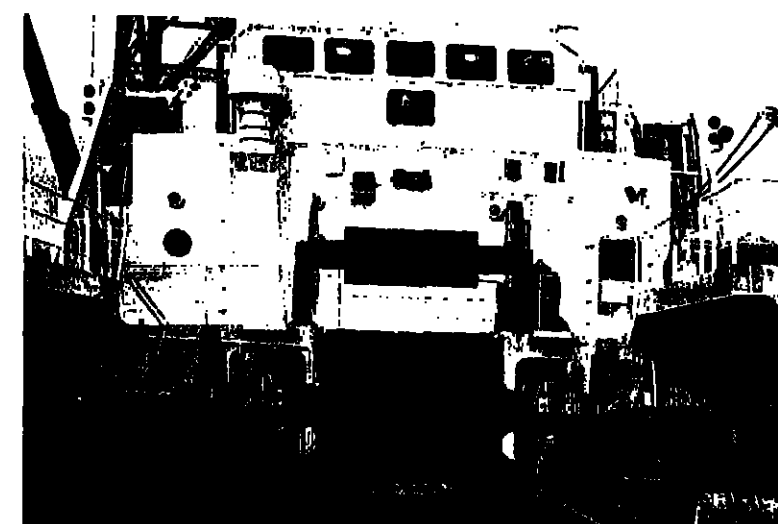


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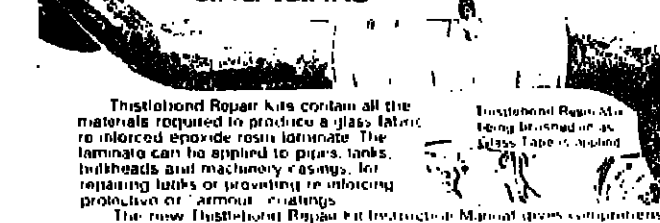
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Employment in the British fishing industry with particular reference to regional and local significance. David I. Steel. FERU Occasional Papers Series, No. 4, 1977.

